

## 09/10 Chappie Ground Operations (FINAL)

FOR OFFICE USE ONLY:

Version # \_\_\_\_\_

APP # 700410

### 1. Project Description

#### A. Statement of GO Activity

This project requests funding to perform trail, road and staging area maintenance on Bureau of Land Management (BLM) lands within the Chappie-Shasta OHV Area (Chappie-Shasta). Chappie-Shasta consists of mixed ownership, with approximately 27,000 acres of BLM, 12,000 acres of Forest Service, and 21,000 acres of private lands. BLM lands are scattered throughout the area, with the largest contiguous blocks found in the northwestern portion of the OHV area. This region is known as Big Gulch, named after the perennial creek that flows westerly through the center of the area. Big Gulch is known for its rugged terrain, challenging and diverse trail network, scenic natural beauty and awe inspiring vistas including spectacular views of Mt. Shasta, Mt. Lassen, Shasta Lake, and the Trinity Alps. Many of the most desirable trails within Chappie-Shasta are found in the Big Gulch area. Trails within this area offer excellent loop riding opportunities at all levels of difficulty.

There are also scattered blocks of BLM land located within the vicinity of the Copley Mountain OHV staging area in the southern portion of Chappie-Shasta. Due to the close proximity of the city of Redding, the facilities, roads, and trails in this area receive the heaviest amount of use, and therefore have the greatest need for maintenance. This project will include funding to carry out re-graveling the main access roads and parking within this area as well as paving the main access road into the Copley Mountain OHV Staging Area. Barrier and unloading ramp improvements will also be carried out in the area. In June of 2008 approximately 28,000 acres within Chappie-Shasta were impacted by the Motion Fire. An estimated 30 miles of road and trail previously winding through dense brushy vegetation, have been exposed due to intense fire activity. This has increased the need for trail maintenance on these trails, both to keep users from riding off route through burned areas and to deal with increased erosion from lack of sufficient ground cover.

A combined total of 100 miles of OHV roads and trails within the Big Gulch and Copley Mountain areas will receive maintenance activities, including trail signing, trimming overhanging vegetation, removing fallen trees, and trail tread work (grading and replacing or armoring where necessary). This work will be completed using BLM staff as well as volunteer labor, California Conservation Corp crews, and California Department of Forestry inmate crews when applicable. Trail signing, brush removal, and fallen tree removal will be completed on all BLM managed trails on an 'as needed' basis. For the purposes of public safety, ease of passage and to ensure proper drainage, approximately 40 miles of trail will receive maintenance with mechanized and hand operated equipment. Grade reversals, rolling dips, and any associated culverts and bridges will be maintained on these 40 miles of trail. Where necessary (such as around culverts or on soft trail tread), rock armoring will be used to prevent erosion and harden trail surfaces. Heavy equipment used for trail maintenance duties will include a SWECO 480 trail tractor, John Deere 450 dozer, mini-excavator, or motor grader, depending on the specific trail management objectives and maintenance requirements. All trail maintenance activities involving soil disturbance will be completed during the fall and spring months to ensure that soils have adequate moisture for proper compaction. In addition, all disturbed slopes will be seeded with native plant species, and stabilized with a combination of geo-netting and straw wattles to prevent erosion.

This project will also provide funding for required wildlife and soil monitoring activities to meet Habitat Management Plan and Soil Conservation Standards, set forth in the California State Parks Off-Highway Motor Vehicle Recreation Division Grants and Cooperative Agreements Program Regulations.

#### B. Relation of Proposed Project to OHV Recreation

Maintaining the trails, roads, and staging areas within the Chappie-Shasta OHV Area will add to, enhance, and sustain OHV recreation opportunities for local and travelling OHV enthusiasts. Trails that have become rocky, eroded, or brushed in over time will be cleared of brush and fallen trees, tread surfaces will be improved, and drainage structures will be maintained or reworked to make trails more accessible, sustainable, and more enjoyable to ride. Access roads and OHV

staging facilities will be resurfaced and improved for ease of access and increased long term sustainability. In addition, any vandalized or missing trail signs will be replaced, enhancing the recreation experience for users by allowing them to easily navigate the many miles of trails in the area.

**C. Describe the size of the specific Project Area(s) in acres and/or miles**

The Chappie-Shasta OHV Area (Chappie-Shasta) consists of mixed land ownership, with approximately 27,000 acres of Bureau of Land Management (BLM), 12,000 acres of Forest Service, and 21,000 acres of private lands, for a total acreage of approximately 60,000 acres. Chappie-Shasta offers approximately 200 miles of road and trail accessible for OHV recreation.

This project will implement ground operations activities on the BLM lands within Chappie-Shasta. BLM lands are scattered throughout the area, with the largest contiguous blocks found in the northwestern portion of the OHV area. There are also scattered blocks of BLM land located within the vicinity of the Copley Mountain OHV Staging Area in the southern portion of Chappie-Shasta. A combined total of 100 miles of OHV roads and trails within Chappie-Shasta will receive maintenance activities, including trail signing, trimming overhanging vegetation, removing fallen trees, and trail tread work (grading and armoring where necessary). In addition the Copley Mountain OHV Staging Area will receive needed resurfacing for improved drainage and sustainability. This facility provides day use parking and unloading for approximately 20 vehicles.

**D. Location and description of OHV opportunities**

The Chappie-Shasta OHV Area (Chappie-Shasta) is the only managed riding opportunity within a two hour radius of Redding. Nearby riding opportunities exist on the extensive network of dirt roads on the Shasta Trinity National Forest; however these opportunities are becoming more limited due to recent travel planning efforts. Historically OHV riding would take place on City, County or private lands throughout the areas surrounding Redding, but during the past decade with the passing of both City and County Ordinances outlawing OHV recreation on these lands, riding opportunities have been virtually eliminated outside of Chappie-Shasta. The nearest managed OHV riding opportunities are the Fort Sage OHV Area, three hours to the east, the Stonyford OHV Area, two hours to the south and the Samoa Dunes OHV Area three hours to the west.

Chappie-Shasta is located approximately 15 minutes northwest of Redding and is co-managed by the Redding BLM, Shasta-Trinity National Forest and Shasta Dam Bureau of Reclamation. The area encompasses 60,000 acres and provides riding opportunities on roughly 200 miles of road and trail. Chappie-Shasta can be accessed from either Interstate 5, heading north from Redding or State Highway 299, heading west. This area is known for its rugged and rocky terrain, scenic natural beauty and awe inspiring vistas including spectacular views of Mt. Shasta, Mt. Lassen, Shasta Lake, and the Trinity Alps. Numerous and varied OHV opportunities for motorcycle, ATV and 4x4 enthusiasts of all skill levels are provided. Trail networks offer excellent loop riding opportunities, and multiple motorcycle and ATV event are held annually within this area.

**2. Rerouting Requirements**

**Rerouting**

- (a) Does your project involve rerouting of any roads and trails? ☐ Yes ☒ No

If response to question (a) is 'Yes', a Project timeline, conceptual drawings and site plans are required (See 'Attachments' tab at the top of the screen)

If response to question (a) is 'No', skip details related to rerouting

## Additional Documentation

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1. **Project Timeline (Required if project includes necessary rerouting)**
2. **Conceptual Drawings and Site Plans (Required if project includes necessary rerouting)**
3. **Project-Specific Maps**  
Attachments: [Project-Specific Map](#)
4. **Optional Project-Specific Application Documents**

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010  
Agency: BLM - Redding Field Office  
Application: 09/10 Chappie Ground Operations (FINAL)

2/25/2010

## Project Cost Estimate

FOR OFFICE USE ONLY:		Version # _____	APP # _____
<b>APPLICANT NAME :</b>	BLM - Redding Field Office		
<b>PROJECT TITLE :</b>	09/10 Chappie Ground Operations (FINAL)	<b>PROJECT NUMBER (Division use only) :</b>	G09-01-14-G01
<b>PROJECT TYPE :</b>	<input type="checkbox"/> Acquisition <input type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input checked="" type="checkbox"/> Ground Operations <input type="checkbox"/> Law Enforcement <input type="checkbox"/> Planning <input type="checkbox"/> Restoration		
<b>PROJECT DESCRIPTION :</b>	<p>This project requests funding to perform trail, road and staging area maintenance on Bureau of Land Management (BLM) lands within the Chappie-Shasta OHV Area (Chappie-Shasta). Chappie-Shasta consists of mixed ownership, with approximately 27,000 acres of BLM, 12,000 acres of Forest Service, and 21,000 acres of private lands. BLM lands are scattered throughout the area, with the largest contiguous blocks found in the northwestern portion of the OHV area. This region is known as Big Gulch, named after the perennial creek that flows westerly through the center of the area. Big Gulch is known for its rugged terrain, challenging and diverse trail network, scenic natural beauty and awe inspiring vistas including spectacular views of Mt. Shasta, Mt. Lassen, Shasta Lake, and the Trinity Alps. Many of the most desirable trails within Chappie-Shasta are found in the Big Gulch area. Trails within this area offer excellent loop riding opportunities at all levels of difficulty.</p> <p>There are also scattered blocks of BLM land located within the vicinity of the Copley Mountain OHV staging area in the southern portion of Chappie-Shasta. Due to the close proximity of the city of Redding, the facilities, roads, and trails in this area receive the heaviest amount of use, and therefore have the greatest need for maintenance. This project will include funding to carry out re-graveling the main access roads and parking within this area as well as paving the main access road into the Copley Mountain OHV Staging Area. Barrier and unloading ramp improvements will also be carried out in the area. In June of 2008 approximately 28,000 acres within Chappie-Shasta were impacted by the Motion Fire. An estimated 30 miles of road and trail previously winding through dense brushy vegetation, have been exposed due to intense fire activity. This has increased the need for trail maintenance on these trails, both to keep users from riding off route through burned areas and to deal with increased erosion from lack of sufficient ground cover.</p> <p>A combined total of 100 miles of OHV roads and trails within the Big Gulch and Copley Mountain areas will receive maintenance activities, including trail signing, trimming overhanging vegetation, removing fallen trees, and trail tread work (grading and replacing or armoring where necessary). This work will be completed using BLM staff as well as volunteer labor, California Conservation Corp crews, and California Department of Forestry inmate crews when applicable. Trail signing, brush removal, and fallen tree removal will be completed on all BLM managed trails on an 'as needed' basis. For the purposes of public safety, ease of passage and to ensure proper drainage, approximately 40 miles of trail will receive maintenance with mechanized and hand operated equipment. Grade reversals, rolling dips, and any associated culverts and bridges will be maintained on these 40 miles of trail. Where necessary (such as around culverts or on soft trail tread), rock armoring will be used to prevent erosion and harden trail surfaces. Heavy equipment used for trail maintenance duties will include a SWECO 480 trail tractor, John Deere 450 dozer, mini-excavator, or motor grader, depending on the specific trail management objectives and maintenance requirements. All trail maintenance activities involving soil disturbance will be completed during the fall and spring months to ensure that soils have adequate moisture for proper compaction. In addition, all disturbed slopes will be seeded with native plant species, and stabilized with a combination of geo-netting and straw wattles to prevent erosion.</p> <p>This project will also provide funding for required wildlife and soil monitoring activities to meet Habitat Management Plan and Soil Conservation Standards, set forth in the California State Parks Off-Highway Motor Vehicle Recreation Division Grants and Cooperative Agreements Program Regulations.</p>		

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010  
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Application: 09/10 Chappie Ground Operations (FINAL)

2/25/2010

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
<b>DIRECT EXPENSES</b>							
<b>Program Expenses</b>							
<b>1</b>	<b>Staff</b>						
	Other-OHV Coordinator	1000.000	45.000	HRS	30,000.00	15,000.00	45,000.00
	Seasonal Maintenance Worker	1000.000	30.000	HRS	20,000.00	10,000.00	30,000.00
	Seasonal Maintenance Worker	1000.000	30.000	HRS	20,000.00	10,000.00	30,000.00
	Other-Engineer	600.000	45.000	HRS	12,000.00	15,000.00	27,000.00
	Heavy Equipment Operator	600.000	45.000	HRS	12,000.00	15,000.00	27,000.00
	Other-Biological Technician	300.000	45.000	HRS	5,000.00	8,500.00	13,500.00
	<b>Total for Staff</b>				99,000.00	73,500.00	172,500.00
<b>2</b>	<b>Contracts</b>						
	Other-Paving	1.000	52000.000	EA	52,000.00	0.00	52,000.00
	Other-Gravel Road Surfacing	1.000	11000.000	EA	11,000.00	0.00	11,000.00
	Other-RAC/RCD Road Maintenance	1.000	50000.000	EA	0.00	50,000.00	50,000.00
	<b>Total for Contracts</b>				63,000.00	50,000.00	113,000.00
<b>3</b>	<b>Materials / Supplies</b>						
	Other-Hand Tools	1.000	500.000	MISC	300.00	200.00	500.00
	Other-Signing Supplies	1.000	4000.000	MISC	3,000.00	1,000.00	4,000.00
	Fencing Supplies	1.000	4000.000	MISC	3,000.00	1,000.00	4,000.00
	Other-Erosion Prevention Supplies	1.000	2000.000	MISC	1,000.00	1,000.00	2,000.00
	Other-Culverts	1.000	4000.000	MISC	3,000.00	1,000.00	4,000.00
	Other-Road Base	1.000	6000.000	MISC	5,000.00	1,000.00	6,000.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010  
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	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Other-Rip Rap	1.000	3000.000	MISC	2,000.00	1,000.00	3,000.00
	Other-Bridge Maintenance Supplies	1.000	3000.000	MISC	2,000.00	1,000.00	3,000.00
	<b>Total for Materials / Supplies</b>				19,300.00	7,200.00	26,500.00
<b>4</b>	<b>Equipment Use Expenses</b>						
	Equipment Rental Notes : This equipment rental expense is for the rental of a grader to perform road work within the OHV area. A roller will also be rented during graveling operations on both roads and parking areas. The roller is used to compact the newly graveled areas, thus providing a much longer lasting surface that is less prone to develop pot holes. A larger excavator will most likely be rented as well to replace large road culverts which were blown out by heavy rains during FY 2010. This project also requests funding to buy a grader, but that process will take several months and in the mean time the roads still need to be graded, especially considering the heavy rain season we had during 2010.	15.000	700.000	DAY	10,000.00	500.00	10,500.00
	Other-Equipment Fuel	1.000	2500.000	MISC	2,000.00	500.00	2,500.00
	Other-SWECO Trailer Annual Maintenance	1.000	1000.000	EA	0.00	1,000.00	1,000.00
	Other-SWECO Maintenance	1.000	1000.000	EA	0.00	1,000.00	1,000.00
	Other-ATV/Motorcycle Maintenance	1.000	2500.000	MISC	1,500.00	1,000.00	2,500.00
	Other-Vehicle Use/Maintenance	500.000	60.000	DAY	0.00	30,000.00	30,000.00
	<b>Total for Equipment Use Expenses</b>				13,500.00	34,000.00	47,500.00
<b>5</b>	<b>Equipment Purchases</b>						
	Other-Motor Grader	1.000	135000.000	EA	135,000.00	0.00	135,000.00
	Other-ATV	1.000	7000.000	EA	7,000.00	0.00	7,000.00
	Other-500 Gallon Water Trailer	1.000	4000.000	EA	4,000.00	0.00	4,000.00

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	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	<b>Total for Equipment Purchases</b>				146,000.00	0.00	146,000.00
6	<b>Others</b>						
7	<b>Indirect Costs</b>						
	Indirect Costs-General Administrative Co	1.000	34000.000	EA	0.00	34,000.00	34,000.00
	<b>Total Program Expenses</b>				340,800.00	198,700.00	539,500.00
	<b>TOTAL DIRECT EXPENSES</b>				340,800.00	198,700.00	539,500.00
	<b>TOTAL EXPENDITURES</b>				<b>340,800.00</b>	<b>198,700.00</b>	<b>539,500.00</b>

Project Cost Summary for Grants and Cooperative Agreements Program - 2009/2010  
Agency: BLM - Redding Field Office  
Application: 09/10 Chappie Ground Operations (FINAL)

2/25/2010

	Line Item	Grant Request	Match	Total	Narrative
<b>DIRECT EXPENSES</b>					
<b>Program Expenses</b>					
1	Staff	99,000.00	73,500.00	172,500.00	
2	Contracts	63,000.00	50,000.00	113,000.00	
3	Materials / Supplies	19,300.00	7,200.00	26,500.00	
4	Equipment Use Expenses	13,500.00	34,000.00	47,500.00	
5	Equipment Purchases	146,000.00	0.00	146,000.00	
6	Others	0.00	0.00	0.00	
7	Indirect Costs	0.00	34,000.00	34,000.00	
<b>Total Program Expenses</b>		340,800.00	198,700.00	539,500.00	
<b>TOTAL DIRECT EXPENSES</b>		340,800.00	198,700.00	539,500.00	
<b>TOTAL EXPENDITURES</b>		<b>340,800.00</b>	<b>198,700.00</b>	<b>539,500.00</b>	



## Environmental Review Data Sheet (ERDS)

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### ITEM 1 and ITEM 2

#### ITEM 1

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? ☐ Yes ☒ No  
(Please select Yes or No)

#### ITEM 2

- b. Does the proposed Project include a request for funding for CEQA and/or NEPA document preparation prior to implementing the remaining Project Deliverables (i.e., is it a two-phased Project pursuant to Section 4970.06.1(b)) (Please select Yes or No) ☐ Yes ☒ No

### ITEM 3 - Project under CEQA Guidelines Section 15378

- c. ITEM 3 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? ☒ Yes ☐ No  
(Please select Yes or No)
- d. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. (Please select Yes or No) ☐ Yes ☒ No
- e. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 4 – 10

### ITEM 4 - Impact of this Project on Wetlands

There are no wetlands or navigable waters identified within the project area. Sensitive habitats have been identified in the HMP. Impacts would be minimal because ground operations activities will remain within parking area and road and trail corridors.

### ITEM 5 - Cumulative Impacts of this Project

Resource specialists of the BLM Redding Field Office have considered the cumulative effects of brushing, road and trail maintenance, erosion control, and the placement of signs, kiosks, and barriers within the trial maintenance and conservation project area. It has been determined that the impacts of these activities done at the levels specified in this project and taking place over several years would not be cumulatively significant. Heavy equipment would be used annually on approximately thirty miles of existing road and trails to clean out drains and reshape rolling dips. These actions performed over several years would allow for OHV use on roads and trails with little additional erosion. However, taking no action could cause cumulative impacts including accelerated erosion from lack of maintenance, increased illegal activity, and resource damage from lack of law enforcement and signing, and increased accidents due to bad trail conditions from lack of maintenance and brushing.

### ITEM 6 - Soil Impacts

The project area has been analyzed with regard to substantial soil erosion and the loss of topsoil that would cause the proposed action to have a significant effect on the environment. After consultation with staff specialists, it has been determined that the proposed activities will not have a significant effect on the environment due to soil loss. Trails within this area are not located on highly erosive soils. All trail maintenance activities will take place on existing roads and trails that have been regularly maintained for over 30 years. Trail maintenance activities involving soil disturbance will be completed during the fall and spring months to ensure that soils have adequate moisture for proper compaction. In addition, all disturbed slopes will be seeded with native plant species, and stabilized with a combination of geo-netting and straw wattles to prevent erosion.

#### **ITEM 7 - Damage to Scenic Resources**

Some of the proposed actions identified in this project are within the view shed of a one-mile portion of State Scenic Highway 151 located between Shasta Lake City and Shasta Dam. The proposed project is not within the view shed of any other State Scenic Highways. The views of the project area from Highway 151 would be from over one mile away, making it difficult to see the actual on the ground activities. The proposed activities would also be minor alterations, if any, to the view shed, entailing brushing trails and roads to their existing width and placing small signs difficult to see from over a mile away. All existing roads and trails were in place before the designation of Highway 151 as a State Scenic Highway. Thus, this proposed project would not impact the view shed from State Scenic Highway 151.

#### **ITEM 8 - Hazardous Materials**

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

#### **ITEM 9 - Potential for Adverse Impacts to Historical or Cultural Resources**

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) ☐ Yes ☒ No

Discuss the potential for the proposed Project to have any substantial adverse impacts to historical or cultural resources.

The project has been discussed and analyzed by the Redding BLM Historical and Cultural Specialist and it has been determined that the project does not have the potential to have any substantial adverse impacts to historical or cultural resources.

#### **ITEM 10 - Indirect Significant Impacts**

The project does not have any potential for indirect significant impacts. The project area is designated and maintained to provide OHV use and has been used for that purpose for more than 30 years. This project provides for the maintenance of this area, which will result in continued use of the area and reduce indirect impacts such as user groups riding elsewhere and causing off-site damage to other areas.

#### **CEQA/NEPA Attachment**

Attachments:

[Ground Operations Map](#)  
[Ground Operations CX](#)  
[Ground Operations CX DR](#)

## Evaluation Criteria

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### 1. Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)

1. As calculated on the Project Cost Estimate, the percentage of the cost of the Project covered by the Applicant is 3

(Note: This field will auto-populate once the Cost Estimate and Evaluation Criteria are Validated.) (Please select one from list)

- ☐ 76% or more (10 points)  
☐ 51% - 75% (5 points)  
☒ 26% - 50% (3 points)  
☐ 25% (Match minimum) (No points)

### 2. Failure to Complete - Q 2.

2. Failure to complete the Project would result in: 8

(Check all that apply) : Maximum of 8 points (Please select applicable values)

- ☒ Loss of OHV Opportunity (6 points)  
☐ Negative impact to cultural sites (2 points)  
☐ Damage to special-status species or other sensitive habitat (2 points)  
☒ Potential trespass (2 points)  
☒ Additional damage to Facilities (1 point)

Explain each statement that was checked

If trails are not maintained they will fill in with brush, erode, become excessively rocky, and will either be abandoned by riders or will be closed by BLM for safety reasons or to prevent undue environmental degradation from excessive soil erosion.

If sustainable and enjoyable trails are no longer available to the recreating public, they will seek out other opportunities or create their own trails by trespassing on adjacent private lands or limited use public land. User created trails are rarely built in a sustainable manner and often lead to more costly problems such as the need for law enforcement, installation of fences or gates, and rehabilitation of damaged lands.

### 3. Sustain OHV Opportunity - Q 3.

3. The Project would sustain OHV Opportunity by 13

(Check all that apply) (Please select applicable values)

- ☒ Maintaining trail or road tread (5 points)  
☒ Installing or repairing erosion control features (3 points)  
☒ Providing traffic control and/or educational signage (3 points)  
☒ Maintaining multi use (ATV, Dirt Bikes, 4x4, etc) (1 point)  
☒ Providing varied levels of riding difficulty (1 point)

Explain each statement that was checked

This project would allow for annual maintenance of roads and trails in the Chappie-Shasta OHV Area. Trail tread would be maintained or improved, erosion control features would be repaired or installed where necessary, and any missing or vandalized trail signs would be replaced which would control traffic by ensuring that riders choose appropriate trails for their skill level. By maintaining trails to sustainable standards it would preserve a variety of OHV opportunities for ATVs, dirt bikes, and 4x4 vehicles. If trails are not maintained they will eventually be abandoned or closed for safety or environmental reasons, which would eliminate multi-use OHV opportunities in the area.

**4. Public Input - Q 4.**

4. The Project was developed with public input employing the following 2

(Check all that apply) : Maximum of 2 points (Please select applicable values)

- ☐ Publicly noticed meeting(s) with the general public to discuss Project (1 point)  
☒ Conference call(s) with interested parties (1 point)  
☒ Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

Numerous meetings with the general public, private land owners and stakeholders have occurred to help develop this project. Stakeholders met with include the following: Redding Dirt Riders, Shasta Rock Rollers, Mining Remedial Recovery Company, and various private property owners within and adjacent to the OHV area.

**5. Utilization of Partnerships - Q 5.**

5. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 4

(Check the one most appropriate) (Please select one from list)

- ☒ 4 or more (4 points) ☐ 2 to 3 (2 points)  
☐ 1 (1 point) ☐ None (No points)

List partner organization(s):

Redding Dirt Riders  
Shasta Rock Rollers  
Black Sheep 4x4 Club  
USDA Forest Service, Shasta Trinity National Forest  
Bureau of Reclamation, Shasta Dam Unit  
Shasta County Sheriffs Department  
Western Shasta Resource Conservation District

**6. Impact to Natural and Cultural Resources - Q 6.**

6. The Project will avoid and/or minimize impact to natural and cultural resources by 6

(Check all that apply) : Maximum of 7 points (Please select applicable values)

- ☒ Maintaining physical barriers to control OHV use (1 point)  
☒ Protecting water quality (1 point)  
☒ Providing bridges instead of wet crossings where appropriate (1 point)  
☒ Protecting special-status species (1 point)  
☐ Re-routing trails to divert away from riparian/wetlands areas (1 point)  
☒ Providing sanitary facilities (1 point)  
☒ Protecting cultural site(s) (1 point)  
☐ Site design precludes the need for the above measures (7 points)

Explain each statement that was checked

In this project, gates and fences will be maintained or installed to control OHV use in sensitive or closed areas. Water quality will be protected by installing or repairing culverts and erosion control features where needed. By maintaining trails that users will enjoy, they will more likely stay on trails, which will protect special status species habitat and cultural resources. If OHV use threatens sensitive species habitat or cultural resources it will promptly be addressed with signing, closure and/or barriers. At large water crossings, bridges will be used (built or replaced if necessary) instead of wet crossings to minimize sediment getting into streams.

**7. Recycled Materials - Q 7.**

7. The Project incorporates recycled materials by utilizing 4

(Check all that apply) (Please select applicable values)

- ☒ Barrier materials which include recycled content or materials obtained onsite (1 point)
- ☒ Signs, sign posts or education kiosks which use products with recycled content (1 point)
- ☒ Erosion control features which use materials with recycled content (1 point)
- ☐ Paper used for trail maps which includes recycled content (1 point)
- ☒ Other products with recycled content (Specify) (1 point) [Recycled planks for bridges]

**8. Sustainable Technologies - Q 8.**

8. The Project makes substantial use of sustainable technologies such as 4

- Alternative fuel vehicles and equipment
- Renewable energy sources (e.g., solar, wind)
- Low volatile organic compound emission materials (e.g., paint, sealants, carpet)
- Low flow plumbing fixtures
- Water efficient landscaping

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (4 points)

Explain 'Yes' response

Low volatile organic compound paints and stains will be used during maintenance and construction of fences or bridges. Water efficient landscaping techniques will be employed by using local, native plants for stabilization of hillsides, damaged areas, or potentially erosive areas as well as at trailheads and staging areas. Also, the BLM Redding Field Office has two hybrid electric vehicles that will be utilized as much as possible to transport personnel and materials to job sites.

**9. Motorized Access - Q 9.**

9. The Project improves and/or maintains facilities that provide motorized access to the following non-motorized recreation opportunities 6

(Check all that apply) Scoring: 2 points each, up to a maximum of 6 points (Please select applicable values)

- ☒ Camping
- ☒ Birding
- ☒ Hiking
- ☒ Equestrian trails
- ☒ Fishing
- ☐ Rock Climbing
- ☐ Other (Specify)